

MINUTES OF MEETING
Springfield-Sangamon County Regional Planning Commission
August 21, 2019

1. CALL TO ORDER.

Chairman Joe Gooden called the meeting to order at 9:32 AM.

2. ROLL CALL.

Mary Jane Niemann called the roll.

JULY 2019	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY 2020	FEBRUARY	MARCH	APRIL	MAY	JUNE	Member	Representative	Affiliation
X	X											Joe Gooden, Chair		City of Springfield
X												Ken Springs, Vice Chair		Sangamon County
X	X											Greg Kruger, Secretary		City of Springfield
X	X											Mayor Jim Langfelder	Bonnie Drew	City of Springfield
X												Andy Van Meter	Brian McFadden	Sangamon County Board
												Ald. Joe McMenamin		City Council
X	X											Ald. Andrew Proctor		City Council
X	X											Greg Stumpf	Trustin Harrison	Sangamon County Board
X												George Preckwinkle	Charlie Stratton	Sangamon County Board
	X											Leslie Sgro	Jason Graham	Springfield Park District
	X											Frank Vala	Roger Blickensderfer / Traci Carter	Springfield Airport Authority
X	X											Brian Brewer	Frank Squires / Steve Schoeffel	Sangamon Mass Transit District
X	X											Dick Ciotti	Gregg Humphrey / Rob Leinweber / Jason Jacobs	Sangamon County Water Reclamation District
X												Jeff Vose	Lyle Wind / Shannon Fehrholz	Regional Office of Education
X	X											Eric Hansen		Sangamon County
												Vacant (March 2019 -		City of Springfield
X												Larry Hamlin		Sangamon County

Others

Steve Kuper
Val Yazell

Staff

Molly Berns
Ethan Hendricks
Shannan Karrick
Steve Keenan
Lindsay Kovski
Mary Jane Niemann
Joe Zeibert

3. **MINUTES OF MEETING.**

Chairman Gooden asked if there were any additions or corrections to the minutes of the July 17, 2019 Regional Planning Commission meeting. There were none. The minutes were accepted as mailed.

4. **MINUTES OF THE EXECUTIVE POLICY BOARD.**

There was no meeting of the Executive Board.

5. **REPORT OF OFFICERS.**

There was no report of officers.

6. **REPORT OF THE EXECUTIVE DIRECTOR.**

A. **Annual Report** – Molly Berns summarized the Annual Report via a power point presentation. The presentation and report are attached.

B. **Springfield Area Parking Study 2019** – Berns presented an executive summary of the 2019 Springfield Area Parking Study via a power point presentation. The presentation is attached. Copies of the final report are expected to be available for members and discussed at the September 2019 Regional Planning Commission meeting.

Chairman Gooden asked if the final report would include recommendations to address complaints / concerns. Berns said that it would.

7. **CORRESPONDENCE.**

A. **Metropolitan Planning Review** – Berns briefly summarized the Springfield, Illinois Metropolitan Planning Area Review conducted by the Federal Highway Administration in June 2019. The report is attached.

8. **PUBLIC HEARINGS / COMMENTS.**

Val Yazell acknowledged and thanked the SSCRPC for their partnership with the City of Springfield Office of Planning and Economic Development. She said there are many great projects in the works and noted that the SSCRPC staff have been great to work with on projects.

9. **COMMITTEE REPORTS.**

Land Subdivision Committee (LSC) – There was one project to be acted upon by the Regional Planning Commission this month:

Stone Creek Subdivision
Revised Preliminary Plan

Description: Part of the SE ¼ of the SE ¼, Section 2, T15N, R6W (Located on the east side of Meadowbrook Road and north of Iles Avenue)

Joe Zeibert stated that this development consists of 67 lots on 19 acres located east of Meadowbrook Road, north of Iles Avenue. The original preliminary plan had a cul-de-sac at two ends. The revised preliminary plan is being submitted to connect those streets to create a more efficient traffic pattern.

The remaining area to be developed is being proposed as single-family lots.

The Land Subdivision Committee recommended approval of the Revised Preliminary Plan.

Gregg Humphrey moved to concur with the action of the Land Subdivision Committee to recommend approval of the Revised Preliminary Plan. Frank Squires seconded the motion and the motion passed unanimously.

For informational purposes, Zeibert then summarized other projects reviewed by the Land Subdivision Committee at their August 8, 2019 meeting that do not require action by the Regional Planning Commission:

Kreston Place – Plat 7 – Final Plat

Zeibert stated that this development consists of 21 lots on 10 acres located to the west of Koke Mill Road and Greenbriar Drive. This plan will construct part of Greenbriar Drive. The lots are zoned R-2.

The Land Subdivision Committee recommended approval of the Final Plat.

Mill Creek Estates – Phase 2, Plat 8 – Final Plat

Zeibert noted that this is the final addition of this development. This development consists of 11 single-family lots and 1 drainage / open space lot on 5 acres located off of Greenbriar Drive, east of West Road Drive. This area was shown as a park on the previous Comprehensive Plan.

The Land Subdivision Committee recommended approval of the Final Plat.

Powell Minor Subdivision – Final Plat

Zeibert stated that this county minor subdivision is located off of Stagecoach Road near Salisbury. The developer would like to divide off the existing residence and leave the remaining area as agriculture. Lot 2 will be approximately 1.5 acres in size with the other lot being 8 acres.

The Land Subdivision Committee recommended approval of the Final Plat.

Panther Creek West – Part of Lot 5 of Panther Creek West, 1st Addition - Partial Plat of Vacation

Zeibert noted this plan includes a partial plat of vacation for a utility / drainage easement in Panther Creek West located on the east side of Foxhall Lane between Panther Creek Drive and Deer Run Road. The owner of the property constructed a concrete foundation / three-wall building without a building permit. A building permit has been submitted to the city and is now pending until the easement is vacated or the building is moved. The easement is 15' and the building encroaches 9' into the easement.

The Land Subdivision Committee recommended approval of the Partial Plat of Vacation with some stipulations. One of the major stipulations was that the owner would have to provide sign-offs from the homeowner's association, utility companies, and all affected lots. Zeibert noted that those sign-offs have not been received to date.

Frank Squires asked who owned the house. Zeibert said Brent Bordenkircher.

10. UNFINISHED BUSINESS.

There was no unfinished business.

11. NEW BUSINESS.

There was no new business.

12. SPECIAL ANNOUNCEMENTS AND PRESENTATIONS.

There were no special announcements or presentations.

13. ADJOURNMENT.

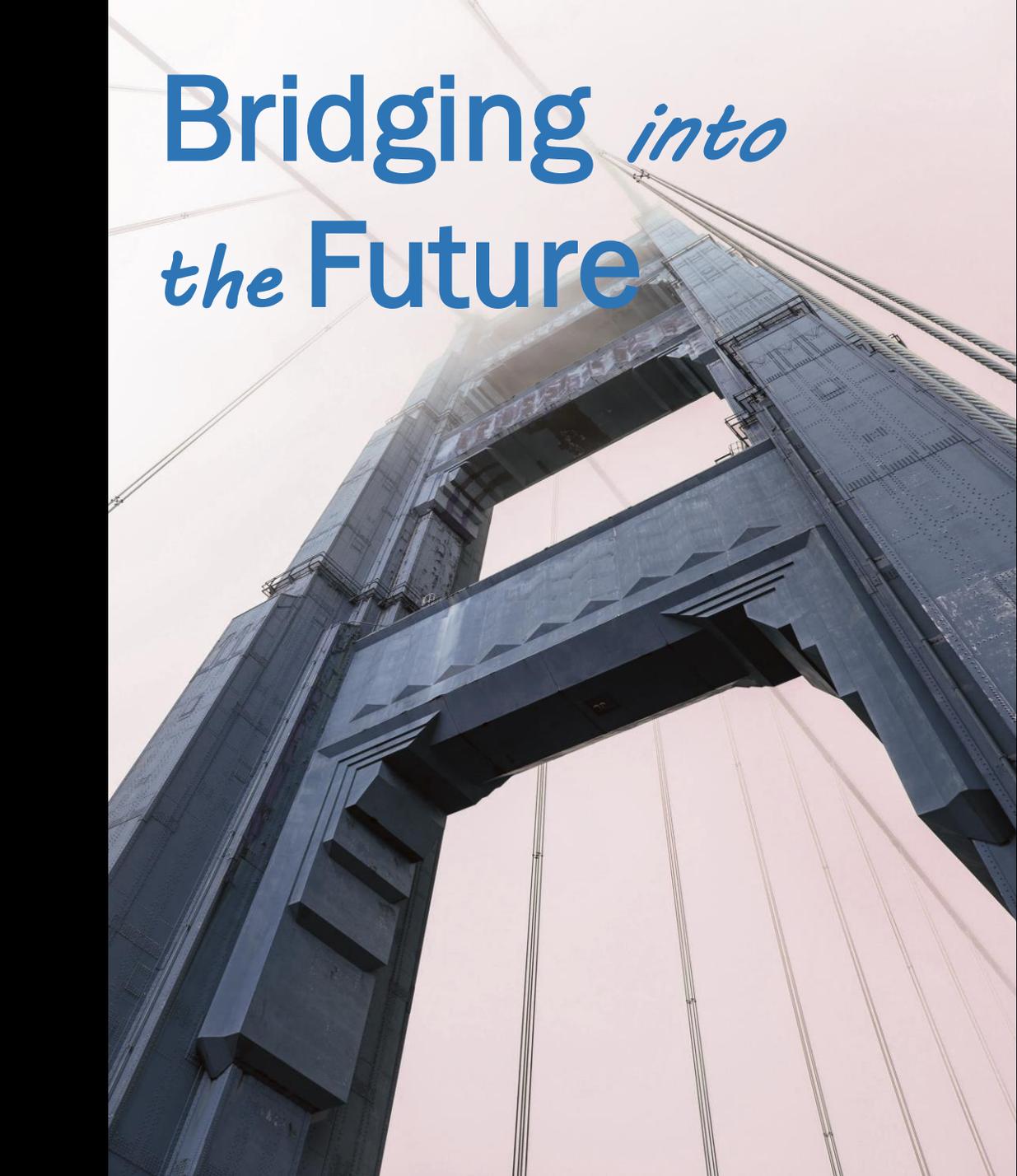
Chairman Gooden noted that the next Regional Planning Commission meeting will be held on September 18, 2019.

There being no further business, Frank Squires moved to adjourn. Commissioner Eric Hansen seconded the motion and the meeting adjourned at 10:01 AM.

Respectfully Submitted,

MJN

Mary Jane Niemann
Recording Secretary



Bridging *into* *the* Future

Annual Program Year **ACTIVITY REPORT**

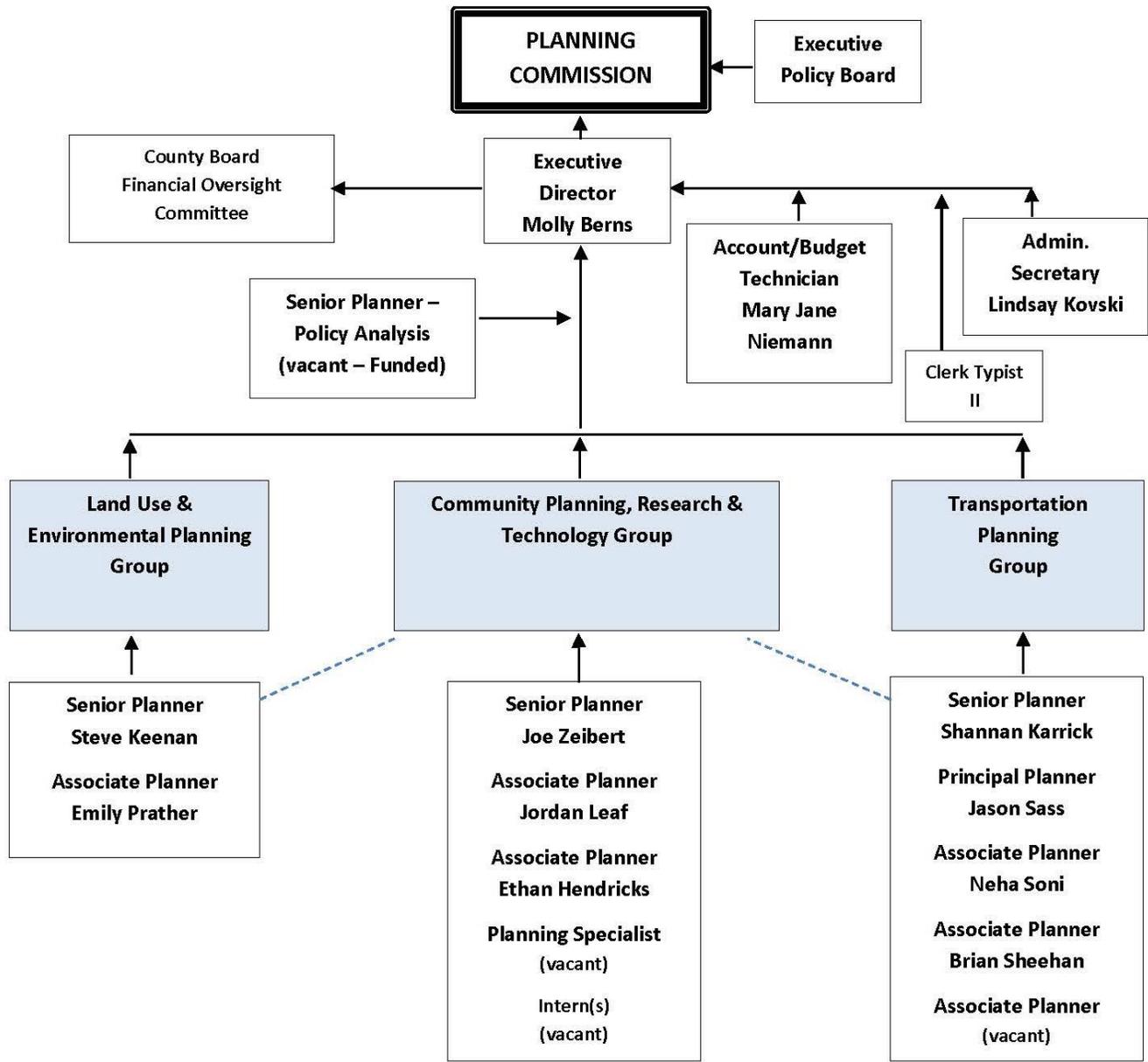
Addressing the Period of:
July 1, 2018 to June 30, 2019

**SSC
RPC**

Springfield-Sangamon County
Regional Planning Commission

200 S. 9th Street, RM 212 • Springfield, IL 62701-1629
tel: (217) 535-3110 fax: (217) 535-3111

www.sscrpc.com



Financial Highlights

Receipts and Disbursements, December 1, 2017 through November 30, 2018.

REVENUES:

General Planning - City of Springfield.....	127,220
General Planning – Sangamon County.....	407,956
Transportation Study.....	280,742
Mass Transit Study.....	66,304
Marketing Materials - SMTD.....	8,461
Intelligent Transp. Systems – SMTD.....	5,268
Regional Comprehensive Planning.....	61,125
Chatham Comprehensive Plan.....	11,500
Other Projects.....	1,500
Interest Earned.....	2,592
Reimbursed Expenses.....	100
TOTAL REVENUES.....	\$972,768

EXPENDITURES:

Personnel.....	584,048
Boards & Committees.....	5,600
Fringe Benefits.....	241,395
Office Supplies.....	3,919
Printing.....	83
Meetings & Dues.....	2,325
Travel & Mileage.....	1,659
Equipment Maintenance.....	2,730
Equipment Rental.....	456
Publications.....	2,039
Postage.....	2,066
Contractual Services	11,911
Photocopier Program.....	3,913
New Equipment.....	10,792
Allocated Administrative Costs.....	130,296
TOTAL EXPENDITURES.....	\$1,003,232

Revenues and Expenditures
for most recent audit year:
December 1, 2017 – November 30, 2018

REVENUES: \$ 972,768

EXPENDITURES: \$1,003,232

Difference of \$30,464 (3%) due to billing on a quarterly basis.

SSCRPC works under four different Fiscal Years:

Federal: October 1 – September 30

State: July 1 - June 30

County: December 1 – November 30

City: March 1 – February 28

Also can have different planning years and project years.

Transportation

- Coordinated and administered the Springfield Area Transportation Study MPO - approximately \$131 million
- Successful review of “3C Process” (cooperative, comprehensive and continuing) conducted by Federal Highway Administration received several commendations, two recommendations and no corrective actions
- Began work on 2045 Long Range Transportation Plan
- Assisted SMTD with installation of Intelligent Transportation Systems
- Pursued and obtained funding to update TDM
- Rebuild Illinois Capital Program – Sets stage for SATS MPO planning for future years

Land Use & Environmental

- Zoning analyses completed for the City of Springfield and Sangamon County
 - City: 70 (65 in 2018)
 - 70% of cases were for infill properties.*
 - County: 50 (67 in 2018)
 - Total: 120 Cases down from 132 in 2018.
- Research text changes to ordinances (solar amendments, agribusiness, cannabis)
- Land use mapping for comprehensive plans

Community Planning, Research & Technology

- Community Planning:
 - Chatham Comprehensive Plan
 - Comprehensive Plan for Unincorporated Sangamon County
 - Regional Leadership Council (website)
 - Assistance to local communities (i.e. mapping; technical assistance about zoning, land use, etc.)
 - Development planning (Oversee land subdivision process for City and Sangamon County)
 - Increase of location maps from 5 to 13
 - Approved 130 tract surveys (first time since 2015-2016 that there has been an increase over previous year – slight uptick)

Community Planning, Research & Technology (cont.)

- Research:
 - US Census (LUCA, PSAP, NC)
 - SangStat data updates
- Technology:
 - Sangamon Fast Facts
 - TIF Mapping and App
 - Downtown Springfield Inc. Building Inventory App
 - Several others in the works
 - LEAM/REIOM (Land Evolution Assessment Model/Regional Economic Input Output Model)
 - Provide mapping services to planning partners

Next Program Year

Challenges

- Compliance with state and federal regulatory demands costs additional staff time.
- Continuing to upgrade our office technology to replace outdated Windows.
- New financial/payroll system to be implemented requiring additional staff commitment.
- Finishing two comprehensive plans will require “all hands on deck.”

Opportunities

- Exciting projects in the pipeline
- Completion of LEAM/REIOM offers land use modeling
- TDM update will add to capacity to better analyze transportation and land use proposals
- Ongoing collaboration of staff will continue to focus on creating technology-based work products

QUESTIONS?

Annual Program Year ACTIVITY REPORT

Addressing the
Period of
July 1, 2018
to
June 30, 2019

Bridging *into* *the* Future



200 S. 9th Street | Room 212
Springfield, IL 62701-1629
tel. (217) 535-3110 | fax. (217) 535-3111

web

www.SSCRPC.com



www.facebook.com/springfield-sangamon-county-regional-planning-commission

Bridging Into the Future...

A Message from the Executive Director



Molly S. Berns,
SSCRPC Executive Director

The resolution that created the Springfield-Sangamon County Regional Planning Commission outlines a number of “powers, duties, and functions” to be undertaken by the Commission. The report not only documents some of the various activities undertaken by staff on behalf of the Commission, but also provides a financial overview of those activities.

Each year as staff begin to collect the information to be highlighted in the annual report, we try to identify a common theme for the report. Some years, the work completed by staff is very different making it difficult to synthesize the tasks into one theme. In other years, the common thread flows easily and quickly.

Last year’s report described the previous year of “transitions” related to Commission staff. The annual report also marked a transition into a new philosophy to be deployed by staff as they share information. While the use of technology has always been a part of our work, there is now a renewed focus on using new and improved ways to deliver information into the hands of our planning partners and the general public. After reviewing this year’s activities, we have determined that we were successful in “Bridging into the Future.”

Senior Planner Steve Keenan recently reminded me that 50 years ago this year, Sangamon County adopted its first zoning ordinance. Coincidentally, this was the same year that the first human walked on the moon. Likewise, the City of Springfield’s zoning ordinance celebrated its 95th birthday this year. While these ordinances have been modified many times to adapt to the change in times, the basic tenants of the ordinances have withstood the test of time. The lesson for staff is that as we look for new and innovative ways in which to provide information, we must make sure that changes to our systems will be able to withstand the challenges of tomorrow.

We look forward to meeting those challenges with a continued commitment to excellence.

Molly S. Berns, Executive Director



SSCRPC Executive Director, Ms. Molly Berns, presents a gift to Mr. Larry Hamlin, Chairman of the Springfield-Sangamon County Regional Planning Commission for PY 2018-2019, in thanks for his chairmanship.



Members of the Regional Planning Commission for PY 2018-2019

Commission Leadership for 2018-2019:

2018-2019 Officers and Members of the Executive Policy Board:

- Mr. Larry Hamlin**, Chairman, Citizen Member, Sangamon County
- Mr. Joe Gooden**, Vice-Chair, Citizen Member, City of Springfield
- Mr. Kenneth Springs**, Secretary, Citizen Member, Sangamon County
- Hon. Jim Langfelder**, Mayor, City of Springfield (Ms. Bonnie Drew)
- Hon. Andy Van Meter**, Chairman, Sangamon County Board (Mr. Brian McFadden)
- Mr. Dick Ciotti**, Chairman, Sangamon County Water Reclamation District (Mr. Gregg Humphrey)
- Ms. Val Yazell**, Citizen Member, City of Springfield, Immediate Past Chairman, member-at-large (July 2018-February 2019)
- Vacant** (March 2019 – current)

Other Commission Members:

- Hon. Joe McMenamin**, Alderman, Springfield
- Hon. Andrew Proctor**, Alderman, Springfield
- Hon. George Preckwinkle**, Member, Sangamon County Board (Mr. Charlie Stratton)
- Hon. Greg Stumpf**, Member, Sangamon County Board (Mr. Trustin Harrison)
- Ms. Leslie Sgro**, President, Springfield Park District (Mr. Jason Graham)
- Mr. Brian Brewer**, Chairman, Sangamon Mass Transit District (Mr. Frank Squires/Mr. Steve Schoeffel)
- Mr. Frank Vala**, Chairman, Springfield Airport Authority (Mr. Roger Blickensderfer/Ms. Traci Carter)
- Mr. Jeff Vose**, Regional Superintendent of Schools, Sangamon County (Ms. Shannon Fehrholz/Mr. Lyle Wind)
- Mr. Greg Kruger**, Citizen Member, City of Springfield
- Mr. Eric Hansen**, Citizen Member, Sangamon County

(Indicates member’s official designated representative)



Concerning the Commission's Finances:

The column to the right provides information concerning the Commission's revenues and expenditures from December 1, 2017, through November 30, 2018, the last audited year. The reader will note the expenditures are shown as exceeding revenues by \$30,464. However, the difference in the amount of Revenue and Expenditures is due to the fact that the SSCRPC bills on a quarterly basis. Therefore, two months worth of expenditures are included in the financial statement that are not billed out until the quarterly billing is done in January for the period of October - December.

The SSCRPC's financial planning must take into account a number of factors each year. First, the Commission must operate under four different fiscal years. As per its establishing ordinance, the Commission's budgeting must be done based upon the Sangamon County fiscal year, which runs from December to the following November. However, the Commission receives funding from the City of Springfield, the State of Illinois, and the Federal government, all of which have fiscal years that differ from the County's as well as from one another's. Their financial support may not be fully known when the budget is prepared. These years also differ from the Commission's program year which runs from July 1 through June 30 of the following year and is the period covered by this report.

Second, the Commission often competes for and is awarded grants and contracts during each fiscal year. These opportunities may be unknown when the budget is prepared because of the various project years used by the granting agencies. These projects often have performance periods with specified beginning and ending dates that are different from the government fiscal years noted above.

The Commission staff must pay close attention to both budgeting and the management of resources it receives. This is one of the reasons the SSCRPC is the subject of two audits each year – the Sangamon County audit and a separate, independent audit of the Commission's finances. The results of the independent audit are presented here.

FINANCES:

Receipts and Disbursements,
December 1, 2017 through November 30, 2018.

REVENUES:

General Planning - City of Springfield	\$127,220
General Planning - Sangamon County.....	\$407,956
Transportation Study.....	\$280,742
Mass Transit Study.....	\$66,304
Marketing Materials - SMTD.....	\$8,461
Intelligent Transp. Systems - SMTD	\$5,268
Regional Comprehensive Planning.....	\$61,125
Chatham Comprehensive Plan.....	\$11,500
Other Projects.....	\$1,500
Interest Earned.....	\$2,592
Reimbursed Expenses	\$100

TOTAL REVENUES..... \$972,768

EXPENDITURES:

Personnel.....	\$584,048
Boards & Committees.....	\$5,600
Fringe Benefits	\$241,395
Office Supplies	\$3,919
Printing.....	\$83
Meetings & Dues.....	\$2,325
Travel & Mileage.....	\$1,659
Equipment Maintenance	\$2,730
Equipment Rental	\$456
Publications.....	\$2,039
Postage	\$2,066
Contractual Services	\$11,911
Photocopier Program	\$3,913
New Equipment.....	\$10,792
Allocated Administrative Costs.....	\$130,296

TOTAL EXPENDITURES \$1,003,232



Subdivision Process

The procedure for dividing land through the subdivision process begins at the Planning Commission and requires further consideration by the Commission's Land Subdivision Committee, Springfield City Council or the Sangamon County Board.

The conventional subdivision process consists of three separate phases. The first phase is a Location and Sketch Map (LSM). The LSM is the most important phase of the subdivision planning process because it identifies the potential problems a development may encounter that the developer will need to address.

The second phase is the Preliminary Plan, which addresses such things as the drainage of the development and the manner in which a development will be constructed with the coordination of all utilities and services. This plan is valid for three years from the date of approval.

The third phase is a Final Plat, which establishes the boundaries and easements of each lot within the subdivision. Each time a Final Plat is approved the validity of the Preliminary Plan is extended another three years.

The Minor Subdivision is an abbreviated version of the process described above consisting of the Location Map and Final Plat. The process varies slightly between the city and county, but is used when up to three or four lots are being created.

Minor Subdivisions, Tract Surveys Increase

The SSCRPC's Development Planning staff, which now falls under the newly formed Community Planning, Research and Technology group, is responsible for the review of all subdivisions, large-scale development plans and tract surveys for unincorporated Sangamon County and the City of Springfield.

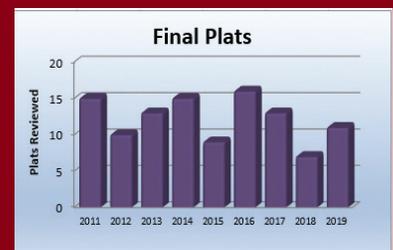
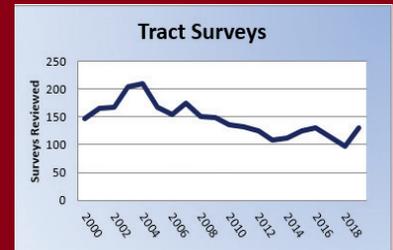
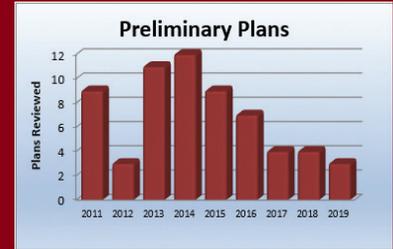
During the 2018-2019 planning year, the staff reviewed 13 Location Maps. This is an increase of eight from the previous year. One theory for this increase is that tract survey exemptions are starting to be depleted. The majority of the Location Maps reviewed are to divide off a house from farm ground, pieces that are less than five acres. If this is the case, more minor subdivisions will become more common in the future.

In addition to plan review, the Development Planning staff approved 130 tract surveys during the program year. This is the first time since the 2015-2016 planning year that the number of tract surveys approved has increased. The previous year saw the lowest number of tract survey approvals since 1988, which was the first full year the Regional Planning Commission approved tract surveys.

In the last annual report, it was thought that the development cycle was beginning to start over. The number of Location Sketch Maps reviewed increased and the number of Final Plats reviewed decreased. However, in the 2018-2019 planning year, that trend did not continue as expected.

The number of location and sketch maps decreased, but the number of preliminary plans reviewed did not increase. While the number of Final Plats reviewed increased, this is likely due to the increased number of Location Maps reviewed.

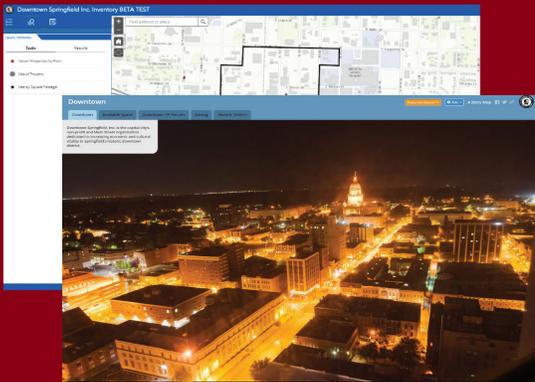
Joe Zeibert (seated), Senior Planner for the Community Planning, Research & Technology Group and Ethan Hendricks, Associate Planner



Mapping Applications for our Planning Partners

The evolution of Geographic Information Systems (GIS) has allowed staff to bridge the gap in how we are able to accommodate our planning partners. ArcGIS Online has modernized the way data can be presented with the use of mapping applications through the cloud. Originally, GIS was solely a desktop application that allowed users to create data and print static hard copy maps that quickly become outdated. With the advancements in ArcGIS, staff has a vast array of tools available to address the needs of our planning partners. The following are highlights of what has been worked on during this program year and may soon be released.

Applications



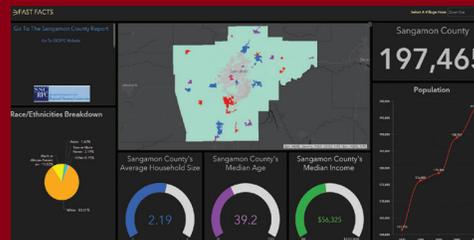
square footage. The collection application is currently under review by DSI and future improvements are yet to come.

■ **Downtown Springfield Inventory**

Within the past year, SSCRPC has been asked to assist Downtown Springfield Incorporated (DSI) with the development of an Inventory for the Downtown TIF. Staff has worked with DSI for several months on the development of an application that would allow for the real-time collection of data for each building by floor located in the Downtown TIF. The application allows a user to collect information by building with the ability to query selected datasets to quickly search for specific uses by size, occupancy status or

■ **Sangamon County Fast Facts**

SSCRPC partners have vocalized a demand for help to apply for grants, complete audits and receive funding opportunities. Such undertakings require data pertaining to a specific geographic entity, like a village or city. In response, the SSCRPC created a one-stop shop for users to acquire information on demographics. Fast Facts provides the user with information and reports on ages, incomes, population trends and much more. Staff harnessed the capability from the ArcGIS Online Dashboard application to show off various statistics with eye-catching graphics, while maintaining a user-friendly experience for navigating through all parts of Sangamon County. Data can be obtained through the a click of a few buttons by the user. The application holds current and historical data relating to villages, cities, and all of Sangamon County.



■ **TIF App**

Another app in development is meant to showcase the Tax Increment Finance Districts in the City of Springfield. Before work on this app could begin, the boundaries for each TIF District were checked against the original legal descriptions. After these were verified, the digital map for each District was redesigned and revamped. These redesigned maps can be found online on the City of Springfield

website. The initial plans for this app were to showcase the location of the various TIF Districts, but staff would eventually like to add information regarding Enterprise Zones, Opportunity Zones, and Business Districts to create an all-in-one economic incentive app. When paired with the Retail App being currently under development, valuable information will be readily available to developers looking to locate in Springfield.

Members of the Commission's Land Subdivision Committee

(Membership as of June 1, 2019)

Much of the work done by the staff involved with development planning is to provide assistance to the Commission's Land Subdivision Committee. This committee includes representatives of both the City of Springfield and Sangamon County, as well as representatives of relevant special districts and private utilities. It also includes representatives of the Commission and the public. All SSCRPC officers also serve as ex officio members of the Land Subdivision Committee.

- Gregg Humphrey, **CHAIRMAN**
Sangamon County Water Reclamation District
- Nate Bottom, **VICE-CHAIRMAN**
Springfield Dept. of Public Works
- Michael Johnson, CWLP-
Water
- Matt McLaughlin,
Springfield Building & Zoning Dept.
- Elliott McKinley/Jason
Graham, Springfield Park District
- Chris Cole, Springfield Fire Dept.
- Brad Bixby, CWLP-Electric
- Brian Davis, Sangamon County Highway Dept.
- Andrew Bodine, Springfield Dept. of Public Works
- Steve Hall, Sangamon County Public Health Dept.
- Trustin Harrison, County Zoning Administrator
- Bonnie Drew, Springfield Office of Planning & Economic Development
- Kenneth Springs, Citizen Member
- Dean Graven, Citizen Member

Comprehensive Plans: Bridging Into the Future

A comprehensive plan is primarily a land use document that provides the governing body of the municipality with the framework and policy direction it needs for land use decisions. The plan helps identify where and how growth needs will be met; provides guidance for the development of public amenities such as parks and trails; provides for an expected level of environmental and neighborhood quality; helps ensure that public investments in infrastructure are based upon identified needs and coordinated; and, provides a consistent basis for decision making. When a community embarks on the comprehensive planning process, the residents evaluate the community's past, identify its current assets and develop a vision that will build a bridge into the future.

The SSCRPC has a history of providing consulting services to communities seeking to develop or update their plans, and two such planning efforts are currently underway. The Village of Chatham began its plan update in March of 2018. The plan for the unincorporated areas of Sangamon County began a few months later with the kickoff meeting in June 2018. A well-developed plan generally takes 24 months to complete.

Undertaking such a plan is no small task for a community. The process requires the commitment of a number of volunteers willing to serve on a Steering Committee which is the group that guides the process. One of the primary tasks of this group is to ensure that local citizens are kept apprised of the planning process and have multiple forums to provide input.

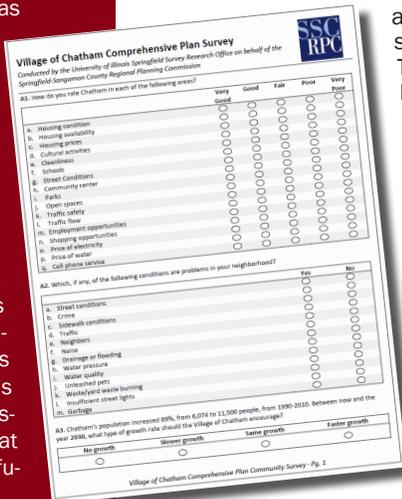
With two plans proceeding at the same time, it is also "all hands on deck" for the SSCRPC staff as we move toward completion of both plans in calendar year 2020 and help provide these bridges to the future.

Village of Chatham



Staff continued to work on the Village of Chatham 2039 Comprehensive Plan by focusing on the analytical and initial public input phases of the process. Staff met with the Village of Chatham Comprehensive Plan Steering Committee on five occasions and presented utility assessment, and community amenities reports to be added to the previously completed reports on transportation and environmental issues. Staff also worked closely with the Steering Committee and conducted field work to develop an existing land use inventory for the Village of Chatham corporate limits and the area within the Village's extraterritorial jurisdiction. The work completed during this planning year outlines the existing conditions needed to assess the current state of the Village.

To obtain public input, staff conducted focus group interviews with the Chatham Chamber of Commerce, Ball Chatham School District, and Chatham Comprehensive Plan Steering Committee. A public forum was also held at the Chatham Library. The focus groups provided an early avenue for community engagement in the planning process and helped identify themes and questions for a larger, quantitative survey.



The results from the focus group transitioned into the development of a community survey. The community survey serves as the most important strategy to obtain public input for the development of a Comprehensive Plan. The Steering Committee, staff, and the University of Illinois at Springfield Research Office worked together for several months to develop a six page community survey that was mailed to 4,431 households within the Village of Chatham in late November. The survey was comprised of questions addressing the satisfaction of services within the Village, preferred growth rates, housing types, transportation issues, and development strategies. Of those surveys mailed, 918 surveys were completed online or returned to the Village, resulting in a 20.7% response rate.

The community survey identified several key findings and the results were shared with the public at an open house held in March at the Chatham Public Library. The staff also used the opportunity to engage with the public to obtain additional information that could aid in the vision and goal development for the Comprehensive Plan. Staff created an interactive open house that allowed the public to share their opinions on residential and commercial subdivision design, transportation corridor design, and to identify the location and type of growth preferred within the Village.

Following the analytic and public engagement activities, the staff began working with the Steering Committee to develop goals and visions to serve as a guide when making land use decisions. The staff expects the 2039 Chatham Comprehensive Plan to be completed by the Spring of 2020.

Unincorporated Sangamon County



The 13-member Steering Committee met during the program year (the first meeting was June 2018) to follow several steps in the process to create unincorporated Sangamon County's first comprehensive plan since 1970.

The Steering Committee was initially tasked with was reviewing several past county plans to determine if there were any policies or ideas that could be brought forth to use in the new Comprehensive plan. In order to help the Steering Committee understand the current state of Sangamon County, SSCRPC staff was involved in researching, mapping, and compiling data in order to draft various issue papers for the county including: transportation, environmental and natural resources, utilities, demographic & population, and community amenities. SSCRPC staff then presented the findings from the various issue papers to the Steering Committee.

Next, SSCRPC staff classified the existing land uses for every parcel in unincorporated Sangamon County to create the existing land use map. After the initial existing land use map was presented to the Steering Committee, each member was assigned a township or townships to verify the SSCRPC staff's classification of the land use of each parcel. After that, the Steering Committee started brainstorming policy statements that will become the backbone for the Comprehensive Plan. The challenge for the development of the policy statements is to advocate the importance of the agricultural community while also paving the way for development to occur.

All the information that has been presented and discussed during the Steering Committee meetings is being compiled and utilized for the ongoing process of completing the initial draft of the Sangamon County 2040 Comprehensive Plan. The existing land use map along with the various maps created in the transportation, environmental and natural resources, and utilities issue papers will be utilized to help point to areas where development could occur along with the areas in which development should be discouraged. This collaboration of the various maps will help the SSCRPC staff develop the future land use map during the next program year.



Preparing for the 2020 Census

The U.S. Census Bureau is preparing to conduct a population and housing count of all 50 states, the District of Columbia, Puerto Rico, and the Island Areas. While the count will not begin until April 1, 2020, the SSCRPC staff has been providing the Census Bureau with technical assistance regarding Sangamon County and its municipalities.

The programs completed in the past program year include the Local Update of Census Addresses Operation (LUCA) and the Census Participant Area Statistical Areas Program (PSAP). The Commission staff will also complete an additional program known as the New Construction Program (NC). This is expected to begin in September and should be completed before the end of the year.

Local Update of Census Addresses Operation (LUCA)

The LUCA Program provided local governments an opportunity to review the U.S. Census Bureau's address list for their jurisdiction. The address list is used to mail out response forms for the 2020 Census. Ensuring this list is up to date is vitally important to make sure the count is as accurate as it can be. Because this list contains federally protected information, special care was taken by the Commission staff in their review and updates. Staff used GIS, along with aerial imagery, internal databases, and fieldwork to update this address list.

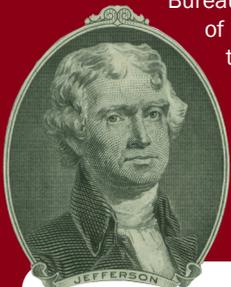
Participant Statistical Areas Program (PSAP)

The PSAP Program allowed local governments to review and update the boundaries of certain statistical areas, the most important of which being census tracts and block groups. These statistical areas are important because they are the areas on which more specific breakdowns of the census data is provided. They allow for a more detailed look at demographics and trends in a more concise area, which is important for planning purposes. Additionally, they are the statistical areas used for the American Community Survey (ACS) that provides estimates of certain demographic data on a yearly basis. For the review and update, Commission staff used previous Census data along with knowledge of demographic trends occurring across the county. GIS software developed specifically for PSAP known as GUPS was used for the program. Staff sought to leave as many boundaries unchanged as possible. Changes were made in areas that were seeing or expecting rapid growth within the next ten years.

New Construction Program (NC)

Staff also provided input to the New Construction Program (NC). This program is the last opportunity to provide any additional address points to the Census Bureau. The points to be added in this program are only address points of residential structures that are under construction and expected to be completed before the 2020 Census date.

Kudos to SSCRPC staff Associate Planners Ethan Hendricks and Jordan Leaf and Senior Planner Joe Zeibert for assisting the U.S. Census Bureau with this critically important count.



Did You Know?

- Thomas Jefferson directed the first decennial census in 1790.
- The results of the census determine the number of seats for each state in the U.S. House of Representatives and are used to draw congressional and state legislative districts.
- Federal agencies use the results to allocate more than \$675 billion in federal funds each year.

The image shows two sample 2020 Census forms. The top form is for 'Person 1' and includes questions about name, sex, age, and race. The bottom form is for 'Person 2' and includes questions about housing status and telephone number. Both forms have checkboxes for various demographic categories and instructions for how to fill them out.

Ethan Hendricks, Associate Planner, Jordan Leaf, Associate Planner and Joe Zeibert, Senior Planner, for the Community Planning, Research & Technology Group.



Springfield Rail Improvements Project



A major milestone in the Springfield Rail Improvement Project was reached with the passage of the Rebuild Illinois Capital Program. As part of the \$33.2 Billion allotted for transportation projects, the City of Springfield received a pledge of \$122 million to complete construction along the corridor. Improvements include track improvements, grade separation, and a new train station at the planned Sangamon County Transportation Center.

In fall, 2019, construction of the Ash Street underpass will be complete. As the project wraps up and traffic is allowed through the underpass, construction will begin on the Laurel Street underpass. Construction of the two underpasses is anticipated to be finished in 2021, completing Usable Segment II of the Rail Consolidation Project.

Funds from the Capital Program will be used in 2019 to begin work on Usable Segment IV. This section covers the 10th Street Rail Corridor between Princeton Street and Stanford Avenue. Work will begin in FY2019 on two rail bridges, crossing 5th and 6th Streets.

Through Federal Surface Transportation Block grant (STBG) funds and a grant from the Illinois Commerce Commission, work will begin in 2020 on an overpass at the Union Pacific Railroad and Iron Bridge Road intersection along with an underpass at the Union Pacific Railroad and Woodside Road intersection.

The elimination of train traffic from the 3rd Street Corridor combined with the separation of grade along the 10th Street Corridor will open Springfield's Downtown, East Side, and Medical Districts for new development, as well as outlying areas within Sangamon County. Staff is looking forward to partnering with all the agencies, including the City of Springfield, Sangamon County, the Illinois Commerce Commission, Illinois Department of Transportation (IDOT), and Sangamon Mass Transit District (SMTD), helping this important project come to fruition.

FHWA Commends SATS, SSCRPC

Transportation planning is one of the most important activities to take place within a community and region. The location and quality of a roadway network can significantly impact public safety, economic vitality, and the quality of life of citizens. Transit systems provide transportation options for residents who would otherwise be isolated because of the lack of access to private vehicles. Access to safe and strategically located pedestrian and bicycle routes can address commuting and recreational needs. Rail and air services link people and products to areas outside of the region. Most important to the planning process is the manner in which each of these transportation methods link together for the betterment of the region.

To facilitate transportation planning activities, Federal law requires that a Metropolitan Planning Organization (MPO) be established whenever an urban area reaches a population of 50,000 or more. Once established the MPO is responsible for transportation planning in the urban area. The SSCRPC is one of 16 agencies designated as MPOs in Illinois. The work of the MPO for the Springfield-Sangamon County urbanized area goes under the name Springfield Area Transportation Study or SATS.

The federal law requires each MPO to work to develop a cooperative, comprehensive and continuing planned response to the area's transportation needs. This process is otherwise known as the "3C" Planning Process. To ensure that this process is being utilized and that MPOs are in compliance with Federal transportation guidelines, the Federal Highway Administration (FHWA) periodically conducts a joint planning review of the transportation planning activities in each Metropolitan Planning Area (MPA).

On May 7, 2019 SSCRPC and the FHWA undertook a joint planning review of the SATS MPO to:

- Verify that the transportation planning process is compliant with Federal law.
- Determine if planning activities are being carried out in accordance with the governing metropolitan planning regulations, policies, and procedures
- Determine if the metropolitan transportation planning process is a "3C" process that results in the support and development of transportation improvements for the overall Springfield region.
- Provide targeted technical assistance to the MPO and its planning partners.
- Identify best practices, which can be shared with other states, MPOs, and transit operators.

The FHWA found that no corrective actions were needed and that the transportation planning process in the SATS MPA "substantially meets the planning requirements described in Title 23 of the Code of Federal Regulations, Part 450 (23CFR 450)." Corrective actions would have been necessary if the SATS MPO was found to not be in compliance with FHWA guidelines.

The SATS MPO and SSCRPC were specifically commended for their efforts to involve smaller communities within the Metropolitan Planning Area. These smaller communities do not have a vote in the SATS Policy or Technical Committees so SSCRPC determined that there should be other avenues of communication to ensure that the planning needs of these smaller communities are met. Some of these efforts include the creation of the SATS Communities Committee, which meets quarterly, and helping communities conduct safety studies and Roadside Safety Audits.

Transportation Projects

The transformation of the SATS MPA continued in 2018-2019 with the inclusion of four projects utilizing federal Surface Transportation Block grant (STBG) funding. Through a competitive application process, SATS determined which projects would serve the planning area best through a combination of safety, performance, and accessibility standards.

The City of Springfield received \$2.55 million for the construction of a three-lane urban road with bike paths and sidewalks on Archer Elevator Road, between Yucan Road and Greenbriar Road. The roadway would include the existing Archer Elevator/Illes roundabout. The entire project was estimated to cost approximately \$5.2 million and was set to begin in fall, 2019.

Sangamon County received \$6.0 million for the construction of an overpass at Iron Bridge Road and an underpass at Woodside Road. Both projects are part of the greater Springfield Rail Improvements Project. The structures are necessary to relieve traffic congestion at the intersection as well as improve road and rail safety by separating the rail grade from the road grade. The combined \$32 million project is anticipated to begin work during the summer of 2020.

The Village of Chatham received a \$150,000 funding grant to complete preliminary engineering for a roadway reconstruction of Walnut Street between Park Avenue and Meadow View Lane.

The City of Springfield received a \$500,000 grant for preliminary engineering for a roadway reconstruction of Koke Mill Road between Old Jacksonville Road and Washington Street.

As construction begins in some areas, other important projects were completed in 2018-2019. Sangamon County finished expanding Woodside Road between Chatham Road and Illinois Route 4. The widening, which included turn lanes and paved shoulders for bicycles provides more convenience for people who travel in the southern part of the SATS planning area. IDOT replaced the bridge deck for Interstate 55 Business Loop near Sherman. In addition, IDOT has been resurfacing Interstates 55 and 72, improving road performance and safety. Safety improvements, including new signals and a right turn lane, were also made to Illinois Route 29 at Main Street in Rochester.



Woodside Road expansion was completed.

Rebuild Illinois Capital Program

On June 28, 2019, Governor JB Pritzker enacted a suite of measures constituting the Rebuild Illinois Capital Program. Over the next six years, the Capital Program is anticipated to invest an estimated \$44.8 billion in infrastructure improvements and economic development in Illinois. Of that \$44.8 billion, \$33.2 billion are allocated toward transportation infrastructure projects, such as roads and bridges, and \$4.7 billion will be invested in updating mass transit services throughout the state.

The funding bills have specified certain improvements to transportation networks throughout the SATS planning area, including:

- \$137.4 million for IDOT to reconstruct the I-55 and I-72 interchanges in Sangamon County. The reconstruction is intended to reduce congestion at the point where the two interstates meet.
- \$122 million for the City of Springfield to complete work on improvements to the 10th Street Rail Corridor. Improvements include track improvements, grade separation at key intersections, and a new Sangamon County Transit Center.
- \$500,000 for the City of Springfield, specifically to be used for costs associated with infrastructure improvements in Ward 3.
- \$400,000 for the City of Springfield, specifically to be used for roadway improvements on Adloff Lane and nearby roadways.

In addition, through an increase in the Motor Fuel Tax, local governments will receive \$4 billion for local projects, including road maintenance and network expansion. SATS is looking forward to the future as it seeks out new projects and opportunities for improvement to the Springfield and Sangamon County transportation networks. Through both the Long Range Transportation Plan and the short term Transportation Improvement Program, SSCRPC and its partners through SATS have the tools and expertise to anticipate the future transportation needs of Springfield and Sangamon County.

Mass Transit Moving Forward

Sangamon Mass Transit District (SMTD) bus users are now benefiting from advanced technology designed to enhance the safety, usability, and convenience of the transit network. The improvements, collectively known as Intelligent Transportation Systems (ITS), results in the most advanced transit network ever in Springfield and Sangamon County.

Riders can now track the locations of buses on their computers and communication devices. Bus enhancements, such as audible bus stop alerts, communication equipment upgrades, and improved signage were installed, improving the bus ridership experience. Phone communication at SMTD dispatch was upgraded with a new telephony system.

In addition to improving the ridership experience, the ITS enables SSCRPC and SMTD staff to plan for both present and future transit needs. For example, passenger counters installed on each bus allows SSCRPC staff to analyze transit user patterns. This information will play an important role in analyses completed by SSCRPC and SMTD staff as they plan for future transit asset upgrades and routes in the future.

SSCRPC staff assisted the SMTD with proposal review, on-board testing, and monitoring during the implementation process. ITS component installation on buses began in the summer of 2018 when the designer and manufacturer, Clever Devices, Inc.,



The ITS improvements were designed and implemented by Clever Devices, Inc. at their facility in Melville, NY.

installed equipment at the factory for 17 new buses that would be delivered to SMTD to replace buses originally acquired between 2000 and 2005. Installation continued at SMTD facilities where ITS equipment was retrofitted to current rolling bus stock as an equipment upgrade. User Acceptance testing took place in October and November of 2018 at SMTD, where SMTD and SSCRPC staff evaluated ITS performance and usability on actual SMTD buses.

Ensuring that every resident within the SATS planning area has access to affordable, safe and convenient transportation is an important mission of the SATS, SSCRPC and SMTD. The ITS update is a significant milestone as the data gathered by the ITS can be used in the future by not only SMTD, but all SATS constituents who are interested in enhancing transit performance.

About the SATS Metropolitan Planning Area

Federal transportation legislation requires that each urbanized area with a population of more than 50,000 be designated as a metropolitan planning area (MPA). The Springfield Area Transportation Study (SATS) is the transportation planning body for the greater Springfield area. Although originally covering the immediate Springfield area only, the planning area was expanded in 2003 to include the enlarged urbanized area defined by the 2000 Census and now encompasses nearly 27 percent of the county.

SATS is responsible for the direction, oversight and coordination of the transportation planning process for the region in a manner that will ensure that transportation planning and programming decisions are reflective of the needs and desires of its members and the public. Its policies take into account the physical, social, and economic effects of circulation, as well as regional impacts and coordination needs at all levels.

Our SATS Partners

(Membership as of June 1, 2019)

SATS Policy Committee (voting positions)

- Hon. Jim Langfelder, Mayor, City of Springfield (Bonnie Drew)
- Hon. Andy Van Meter, Chairman, Sangamon County Board (Brian McFadden)
- Hon. Dave Kimsey, Board President, Village of Chatham (Patrick McCarthy)
- Ms. Valera Yazell, Chair, SSCRPC
- Mr. Jeff South, IDOT Region 4 Engineer (Sal Madonia)
- Mr. Brian Brewer, SMTD Board Chair (Frank Squires)

SATS Technical Committee (voting positions)

- Mr. Nate Bottom, Springfield City Engineer (Andrew Bodine)
- Mr. Brian Davis, Sangamon County Engineer (Arlin Williams)
- Mr. Patrick McCarthy, Village Manager, Village of Chatham (Terry Fountain)
- Ms. Molly Berns, SSCRPC Executive Director (Joe Zeibert)
- Mr. Jeff Myers, IDOT Region 4/District 6 (Wes Clark)
- Mr. Shoun Reese, Grants & Procurements, SMTD

SATS Advisors (non-voting positions)

- Mr. Mark Hanna, Executive Director, Springfield Airport Authority (Roger Blickensderfer)
- Mr. Tom Kelso, Office of Planning & Programming, IDOT
- Mr. Mike Stead, Illinois Commerce Commission Rail Safety Program Administrator
- Mr. J.D. Stevenson, Planning, Environmental & ROW Team Leader, FHWA

(Indicates primary official representative in the member's absence.)

Land Use and Environmental Planning

Serving as the floodplain coordinator for the unincorporated areas of Sangamon County is another of the responsibilities of LU&E staff. As part of ensuring compliance with the floodplain development ordinance, LU&E staff reviews building permits requested for parcels that contain floodplain.

Each permit reviewed is compared with a GIS map overlay that contains the 100-year floodplain. Permits for sites where all parts of the proposed building are outside the 100-year floodplain (the vast majority of building permits reviewed) are approved without further action taken. If any portion of a proposed building site appears to be within the 100-year floodplain, further analysis is required to determine if the building site meets the local floodplain ordinance. This typically involves the submission of surveyed data such as Elevation Certificates or Letters of Map Amendment to demonstrate that potential building sites are outside the 100-year floodplain.

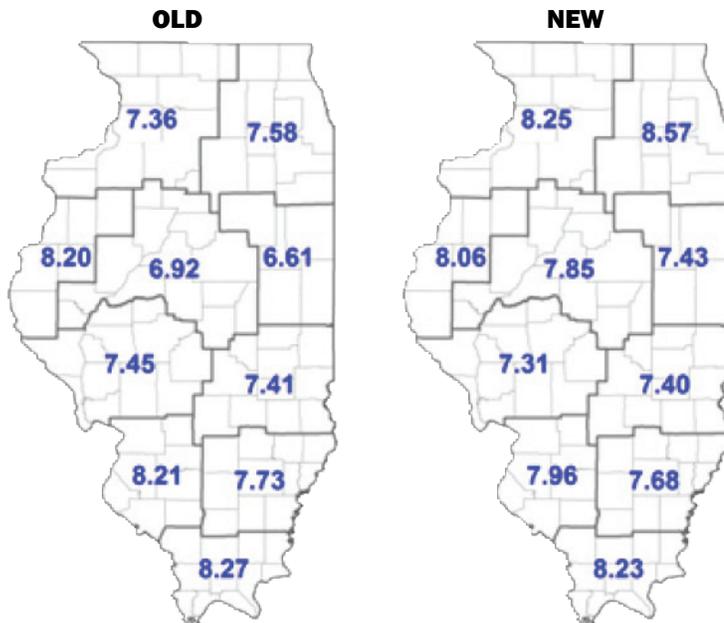
The reason for having a rigorous building permit review process for properties with floodplain on them is that Sangamon County participates in the Community Rating System (CRS), which is a program for local governments that enforce higher standards than the minimum required under the Federal Emergency Management Agency's National Flood Insurance Program. A benefit of the CRS program is that it allows property owners who purchase flood insurance to receive up to a 15 percent discount on premiums because of Sangamon County's Class 7 rating.



Example of creek flooding.

Old and New 100-Yr, 24-Hour Storm

24 Hour, 100 Year



Illinois State Water Survey | **I** ILLINOIS

Source: ISWS

Floodplain Management

During significant rain events, the LU&E is very diligent about monitoring the river gauges in the area. Although the spring of 2019 was very wet, the Sangamon River did not exceed the 23-foot flood stage at Riverton. According to the National Weather Service, minor flooding for the Sangamon River at Riverton is defined as approximately 23-26 feet, moderate flooding is approximately 26-29 feet, and major flooding is approximately 29 feet and higher.

Even so, it is important for LU&E staff to stay abreast of important flooding issues and obtain ongoing technical training so they are prepared to handle a major flooding event. Floodplain Coordinator Steve Keenan attended the annual Illinois Association for Floodplain and Stormwater Managers (IAFSM) conference in Peoria in March, 2019 for that exact purpose.

As shown to the left, one highlight was the Illinois State Water Survey (ISWS) presentation of new rainfall data for the entire state. The information is gleaned from updated rain gauge data since the last reports were published approximately 30 years ago. There is some good news to report that the average rainfall for the part of Illinois containing Springfield and Sangamon County actually went down by 0.14 inches from 7.45 inches to 7.31 inches for a 24-hour, 100-year rain event. Other areas of the state went up, in some cases by close to an inch for this same 100-year event.

Zoning Trends

If comprehensive plans describe the vision that builds a bridge into the future of a community, then zoning is one of the pillars that supports the bridge. That is just one of the reasons why the LU&E staff, Senior Planner Steve Keenan and Associate Planner Emily Prather have such a significant commitment to their work.

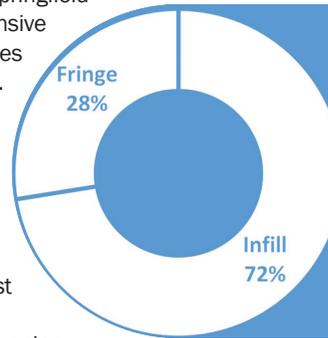
During the 2019 program year the LU&E staff reviewed 120 zoning cases. This is a decline of approximately 9 percent from the previous year's 132 zoning cases. The number of City of Springfield zoning cases (70) increased by approximately 8 percent over the previous year's 65 zoning cases. This number is higher than the most recent five-year average of 67 zoning cases. The number of Sangamon County zoning cases (50) declined by approximately 25 percent over the previous year's number of zoning cases, which was 67. However, it is important to note that the 2018 number of Sangamon County zoning cases was the highest number in the past ten years. The number of Sangamon County zoning cases in 2019 was roughly in line with the most recent five-year average of 54.

City Zoning Case Trends: Infill and Fringe Cases

This program year was the first complete year the City of Springfield 2037 Comprehensive Plan guided zoning cases in the City of Springfield. This is an important milestone as several of the policies in the City Plan were developed to encourage orderly compact and contiguous development, and assist areas under stress.

To determine if the zoning cases analyzed during this program year could be linked to these policies, the LU&E staff separated the land use sectors into two groups: infill and fringe. Infill properties are located in those areas where the predominant pattern of development would likely be the re-use of older development sites, or vacant lots that have not developed over time. Fringe areas are located where the pattern of development is not as of yet urbanized.

While 70 zoning cases were filed in the City of Springfield, one case was a text amendment that was not site-specific. Based on the definitions from the previous paragraph, staff drew some conclusions about the location of the 69 city zoning cases in the past year. Approximately 72 percent of the city zoning cases were infill (50 out of 69). This also means approximately 28 percent of all city zoning cases (19 out of 69 cases) were in fringe areas. In other words, over 70 percent of the City of Springfield's zoning cases were infill in the past year. Staff will continue to follow this trend in the coming years to draw more conclusions about where zoning cases are occurring and how this has an impact on the City of Springfield 2037 Comprehensive Plan.



CITY ZONING CASES 7/18-6/19

Over 70% of City zoning cases were infill in the past year

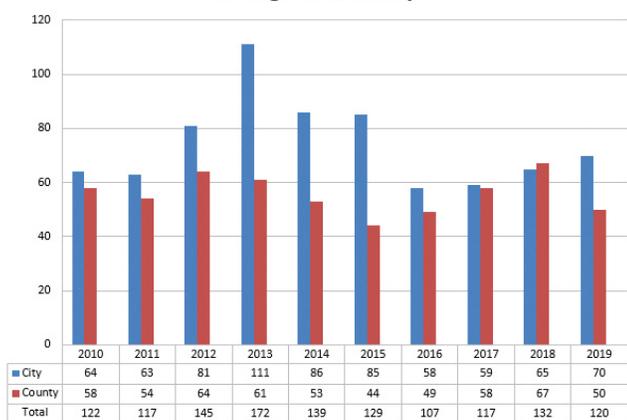


Infill site (Jefferson and Parker) before development



Infill site (Jefferson and Parker) after development

Zoning Case History

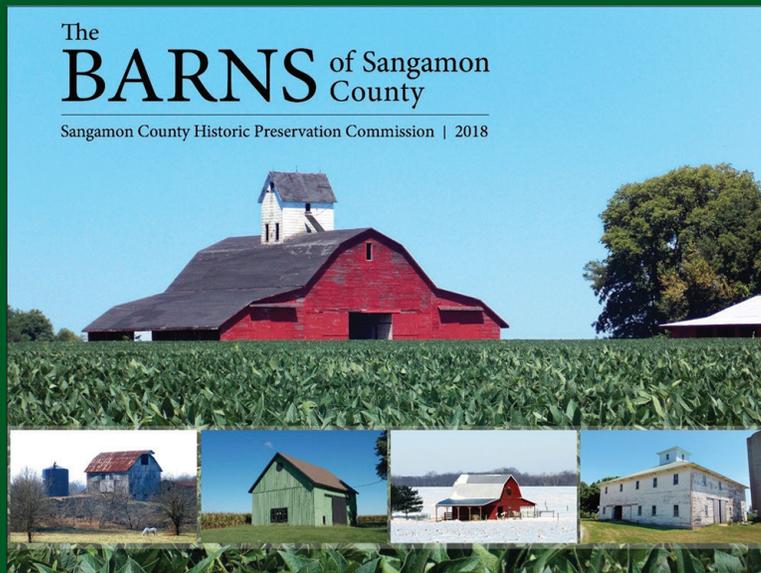


County Zoning Case Trends: High Number Request to Allow Solar Farms

Sangamon County had 50 zoning cases in the past program year. The most significant trend was a number of conditional permitted uses (CPUs) on whether or not to allow solar farm energy systems (SFES). These petitions were filed in response to a lottery held by the state to award alternative energy credits to solar farms as part of the state's alternative energy portfolio. According to the zoning ordinance, SFES are CPUs in the Agricultural (A), Restricted Industrial (I-1), and General Industrial (I-2) Districts of unincorporated Sangamon County. Two SFES CPUs were filed in the previous planning year, but were not acted upon by the County Board until the text amendment to the SFES regulations was passed in September 2018. There were three SFES CPUs filed for the September 2018 Zoning Board of Appeals (ZBA) meeting, and a fourth CPU filed for the October 2018 ZBA meeting. Four of the six CPU petitions were ultimately approved by the County Board. One zoning case was withdrawn and the fourth zoning case was denied by the County Board. In the end, no SFES site in unincorporated Sangamon County was selected with the first lottery.

Historic Preservation

As the SSCRPC staff focuses on building bridges into the future, it is also important that someone keeps an eye on the past and take steps to preserve the region's history. Fortunately, the county has the expertise of the Sangamon County Historic Preservation Commission (SCHPC) to address that need. The SCHPC's purpose is to help preserve and protect historic structures and areas throughout the county as well as educate the public about Sangamon County's history, and the SSCRPC Land Use & Environmental staff helps them accomplish their purpose through effective staff support. This past year the SCHPC has been working hard to complete *The Barns of Sangamon County* e-book to educate the public on a few of the historic barns located throughout Sangamon County. After receiving or taking photographs of over 50 different barns, the SCHPC was faced with the challenge of collecting any known history for each barn to include in the book. This turned out to be a long investigative process as sometimes a Commissioner needed to contact previous owners in order to obtain any history, and sometimes the barn history ended up being unknown. One reason the SCHPC has decided to make this an e-book versus a printed book is that it can be continually expanded as additional barns are submitted for inclusion. Upon completion this fall, *The Barns of Sangamon County* e-book will be located on the SCHPC's website at: co.sangamon.il.us/departments/d-l/historic-preservation-commission/historic-barn-project



SCHPC

Sangamon County Historic
Preservation Commission

“Identify, protect, preserve and provide for the restoration, rehabilitation, and continued use of buildings, structures, objects, areas, sites, and landscapes that are of historic, archaeological, architectural, or scenic significance; to foster education, interest, and pride in the beauty and accomplishments of the past; to promote economic development through protection and enhancement of resources important to tourism and business; to conserve and improve the value of real property and the property tax base; to ensure orderly, efficient, and harmonious development; to encourage cooperation between municipalities and Sangamon County; and to promote the general welfare” (Sangamon County Historic Preservation Ordinance, Chapter 15.06.010).



The Sangamon County Historic Preservation Commission (SCHPC) is now able to provide assistance to smaller villages in Sangamon County that may not have the resources necessary to establish preservation entities.

Through the development of an intergovernmental agreement between the county and the Village of Mechanicsburg, the SCHPC is authorized to designate landmarks and preservation districts in that village. This intergovernmental agreement process is now available to be modified for any other village in Sangamon County that would want to take advantage of the SCHPC's services.

After the agreement was in place, the SCHPC was able to work with the Mechanicsburg Christian Church to complete a landmark application for the church. The landmarking process is used by the SCHPC to help preserve and protect historical structures. The SCHPC believed the church was the perfect candidate to become the next county landmark because the Mechanicsburg Christian Church is believed to be the oldest functioning house of worship in Sangamon County. In September 2018, the Sangamon County Board agreed with the SCHPC that the church is historically significant and designated the Mechanicsburg Christian Church as the 9th landmark in Sangamon County.



Land Use and Environmental Planning staff members: Emily Prather, Associate Planner, and Steve Keenan, Senior Planner.



SSRPC Senior Planners Steve Keenan, Shannan Karrick and Joe Zeibert.

Planning commission staff

(as of June 1, 2019)

ADMINISTRATIVE

- **Molly Berns**, Executive Director
- **Mary Jane Niemann**, Accounting Technician & Operations Assistant
- **Lindsay Kovski**, Administrative Secretary
- **Vacant**, Senior Planner, Policy Analysis

COMMUNITY PLANNING, RESEARCH & TECHNOLOGY GROUP

- **Joe Zeibert**, Senior Planner, Community Planning, Research & Technology
- **Jordan Leaf**, Associate Planner, Community Planning, Research & Technology
- **Ethan Hendricks**, Associate Planner, Community Planning, Research & Technology
- **Vacant**, Planning Specialist, Community Planning, Research & Technology

LAND USE & ENVIRONMENTAL PLANNING GROUP

- **Steve Keenan**, Senior Planner, Land Use & Environmental Planning
- **Emily Prather**, Associate Planner, Land Use & Environmental Planning

TRANSPORTATION PLANNING GROUP

- **Shannan Karrick**, Senior Planner, Transportation Planning
- **Jason Sass**, Principal Planner, Transportation Planning
- **Neha Soni**, Associate Planner, Urban Design & Transportation Planning
- **Brian Sheehan**, Associate Planner, Transportation Planning
- **Vacant**, Associate Planner, Transportation Planning

Advising Planning Evaluating Leading

Created in 1987 to address the planning needs in the region in a coordinated, cooperative and continuing way, the Springfield-Sangamon County Regional Planning Commission (SSRPC) serves as the joint planning body for Sangamon County and the City of Springfield, as well as the Metropolitan Planning Organization for transportation planning in the region.

The Commission works with other local units of government, public agencies, and special districts throughout the region to promote orderly growth and redevelopment, and assist Sangamon County's communities with their planning needs. Through its professional staff, the SSCRPC provides overall planning services related to land use, housing, recreation, transportation, economic development, environmental matters, and risk mitigation, while also conducting various special research, analytic and demonstration projects.

The SSCRPC's staff work is overseen by the Commission, a 17 member board which includes representatives from the Sangamon County Board, the Springfield City Council, various units of government, and six citizens appointed by the City and County.



200 S. Ninth Street, Room 212
Springfield, IL 62701-1629
tel. (217) 535-3110
fax. (217) 535-3111

web | www.SSRPC.com

f | www.facebook.com/springfield-sangamon-county-regional-planning-commission

August 2019



U.S. Department
of Transportation

**Federal Highway
Administration**

**Federal
Highway
Administration
Illinois Division**

Metropolitan Planning Review

Springfield, Illinois Metropolitan Area

June 2019



DRAFT REPORT



Table of Contents

Executive Summary	2
Introduction	4
Organization and Administration of the Planning Process.....	5
<i>MPO Structure</i>	5
<i>Metropolitan Planning Area Boundary</i>	7
<i>Unified Planning Work Program</i>	7
<i>Self Certification</i>	8
Metropolitan Transportation Plan	9
<i>Metropolitan Transportation Plan</i>	9
Public Participation Plan and Civil Rights	11
<i>Public Participation Plan</i>	11
<i>Title VI of the Civil Rights Act and Environmental Justice</i>	12
Program Development	13
<i>Transportation Improvement Program</i>	13
Overall Finding	15



Executive Summary

As a condition for receipt of Federal surface transportation funds, federal regulations require that each metropolitan area have a continuing, cooperative, and comprehensive (3C) performance-based multimodal transportation planning process that results in plans and programs consistent with the planned development of the metropolitan area. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide funding to each designated Metropolitan Planning Organization (MPO) which is responsible, together with the State and public transit providers, for carrying out the 3C process. The Springfield Area Transportation Study (SATS) Policy Committee is the designated MPO for the Springfield, Illinois Metropolitan Area.

The Metropolitan Planning Review process is an important element of Federal oversight and stewardship of the 3C process in a metropolitan region. The Review process itself is only one of several methods used to assess the quality of a local metropolitan planning process. The FHWA and FTA are provided opportunities to comment on the planning process, and the products of that process, through regularly scheduled MPO meetings as well as a range of other formal and less formal contacts with MPO members and staff. While the Review report itself may not fully document all of these checkpoints, the “finding” of the planning review is based upon the cumulative results of the entire planning process.

Based on the information in this Planning Review and the ongoing Federal oversight of the planning activities in the Springfield region, the FHWA finds that the transportation planning process of the Springfield, Illinois MPO substantially meets the planning requirements described in Title 23 of the Code of Federal Regulations, Part 450 (23 CFR 450). The Federal Review Team has identified a number of commendations for the MPO, as well as a recommendation for the MPO and its partner agencies to consider. The Review Team offers the following:

Commendations:

1. The MPO is commended for forming and using the Communities Committee to provide a method of input and a voice for the smaller communities in the region which are not voting members of the MPO.
2. The MPO is commended for providing planning “grants” for smaller communities in the region which are not voting members of the MPO.
3. The MPO is commended for their efforts to keep members informed on progress of project implementation, UPWP tasks completion and addressing the goals of the LRTP on a regular basis.



4. The MPO is commended for their emphasis on safety and pavement conditions for the entire region.

Recommendations:

1. In the next update of the LRTP, it is recommended that the planned and future illustrative projects be shown in Year of Expenditure dollar amounts. The MPO could use a range of costs to represent the cost of each project. This would provide a more accurate cost estimate for these projects.
2. The SATS Policy Committee should take specific approval action on the self-certification outside of the TIP approval process. The MPO staff should ensure that the members of the Policy Committee understand the self-certification requirements and to what they are self-certifying. After the Policy Committee has taken action on the self-certification, it is suitable to include the self-certification as part of the annual TIP.



Introduction

Purpose and Scope of Review

Pursuant to 23 CFR 450.336, the MPO is to self-certify that the 3C Metropolitan Transportation Planning Process is being carried out in accordance with all applicable planning laws and requirements. This is the third FHWA Metropolitan Planning Review of the Springfield, Illinois MPO and first conducted under the provisions of legislation entitled the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94).

The Planning Review process is a valuable opportunity to provide advice and guidance to a region and is intended to serve as a catalyst to improve the effectiveness and efficiency of the MPO planning process. The review also helps ensure major issues facing the metropolitan area are being addressed and provides an opportunity for continued progress in expanding the art of transportation planning while implementing Federal regulations. While FHWA interacts with local and state planning officials on a routine basis by reviewing and approving planning products, providing technical assistance, and promoting good practice, the formal assessment involved in a Planning Review provides a higher-level stewardship assessment of the region's transportation planning process. The Planning Review is not just an assessment of the MPO or its staff; rather, it is a review of the 3C planning process conducted by all agencies (State, MPO, and transit operators) charged with cooperatively carrying out the process daily.

This Planning Review was conducted with the following specific objectives in mind:

1. Verify that the transportation planning process is compliant with Federal law.
2. Determine if planning activities are being carried out in accordance with the governing metropolitan planning regulations, policies, and procedures.
3. Determine if the metropolitan transportation planning process is a 3C process that results in the support and development of transportation improvements for the overall Springfield region.
4. Provide targeted technical assistance to the MPO and its planning partners.
5. Identify best practices, which can be shared with other States, MPOs, and transit operators.

The review primarily consisted of an examination of the planning products of the MPO, the completion of a questionnaire by the SATS staff, and on-site discussions with the SATS staff and other planning partners conducted on May 7, 2019. The scope of the planning process review was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. However, the review process was tailored to focus on topics of significance in the Springfield region.



The Planning Review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide both FHWA and FTA an opportunity to comment on the planning process, including the Unified Planning Work Program approval (UPWP), Metropolitan Transportation Plan (MTP), Metropolitan and Statewide Transportation Improvement Program (TIP) findings, as well as a range of other formal and less formal contacts. While this Planning Review report itself may not fully document those many intermediate and ongoing checkpoints, the “finding” of the Review is based upon the cumulative results of the entire planning process.

Federal reviewers prepared this Planning Review report to document the results of the review process. The report and final actions are the responsibility of the FHWA Illinois Division Office.

Organization and Administration of the Planning Process

MPO Structure

Regulatory Basis: Federal legislation requires the designation of a MPO for each Urbanized Area with a population of more than 50,000 people. The MPO, State, and public transit operators are expected to determine their mutual responsibilities in carrying out the planning process and are required to document these responsibilities in a written agreement. This required agreement, and in many cases, the associated by-laws become the governing documents for how the member agencies will go about carrying out business and meeting transportation planning requirements.

23 CFR 450.310, 23 CFR 450.314

Status: In 1978, the Governor of Illinois designated the Springfield-Sangamon County Regional Planning Commission as the MPO for the Springfield Metropolitan Area. The MPO currently operates under a Cooperative Agreement (CA), which was last updated in 2007. Signatories to the CA are the City of Springfield, Village of Chatham, Sangamon County, Springfield Mass Transit District, Springfield-Sangamon County Regional Planning Commission, and the Illinois Department of Transportation. The by-laws of the SATS Policy and Technical Committees were last updated in 2007. Both the CA and the by-laws have recently undergone internal review and were deemed sufficient by the MPO staff.

Membership of the SATS Policy Committee is as follows:

- County of Sangamon, County Board Chairman



- City of Springfield, Mayor
- Village of Chatham, Village President
- Springfield Mass Transit District, Board Chairman
- Springfield-Sangamon County Regional Planning Commission, Board Chairman
- IDOT, Region 4, District 6, Regional Engineer
- Federal Highway Administration, Illinois Division (non-voting)
- IDOT, Office of Planning and Programming (non-voting)
- Federal Transit Administration, Region 5 (non-voting)

Membership of the SATS Technical Committee is as follows:

- County of Sangamon, County Engineer
- City of Springfield, City Engineer
- Village of Chatham, Village Manager
- Springfield Mass Transit District, Deputy Managing Director
- Springfield-Sangamon County Regional Planning Commission, Executive Director
- IDOT, Region 4, District 6, Program Development Engineer
- Federal Highway Administration, Illinois Division (non-voting)
- IDOT, Office of Planning and Programming (non-voting)
- Federal Transit Administration, Region 5 (non-voting)
- IDOT, Division of Public and Intermodal Transportation (non-voting)
- IDOT, Region 4, District 6 Local Roads and Streets (non-voting)
- Springfield Airport Authority (non-voting)
- Illinois Commerce Commission, Office of Rail Safety (non-voting)

All voting members on both committees have one vote. The by-laws permit proxy representation and voting for both committees. Proxies must be designated in writing and have been used regularly by most Policy Committee members. Technical Committee members rarely use proxies.

SATS is staffed by the Springfield-Sangamon County Regional Planning Commission (SSCRPC). Four staff members have full time transportation planning responsibilities along with six additional SSCRPC staff with part time transportation responsibilities.

The MPO also has a Communities Committee for the smaller communities in the metropolitan area that are not voting members of the MPO. This committee identifies transportation needs and funding availability for the smaller communities and provides them a voice at the Technical and Policy Committee meetings.

Finding: The current organization of the MPO meets the requirements of this section of regulations including an existing CA and by-laws.



Commendation: The MPO is commended for forming and using the Communities Committee to provide a method of input and a voice for the smaller communities in the region which are not voting members.

Metropolitan Planning Area Boundary

Regulatory Basis: The Metropolitan Planning Area (MPA) boundary refers to the geographic area in which the MPO, the State, and transit operators have agreed to conduct the performance based metropolitan transportation planning required in 23 U.S.C. 134 and 49 U.S.C. 5303-5305. These boundaries should, at a minimum, cover the census determined Urbanized Area and those areas likely to become urbanized within the 20-year life of the MTP. The MPA defines the area in which federally funded projects must be part of the financially constrained MTP and TIP. Copies of the boundary maps must be submitted to FHWA and FTA, after their approval by the MPO and the Governor.

23 CFR 450.312

Status: The MPA boundary was adjusted following the 2010 Census. The MPA map has been developed and approved by the MPO and the Governor and has been transmitted to FHWA and FTA.

Finding: The revised MPA map meets the criteria of this section of regulation.

Unified Planning Work Program

Regulatory Basis: MPOs are required to cooperatively develop a Unified Planning Work Program (UPWP), in cooperation with the State and transit operators, which discusses planning priorities and documents the transportation planning activities anticipated in the area for the next one or two years.

23 CFR 450.308, 23 CFR 420.111, FTA Circular C8100.1B

Status: The SATS planning partners cooperatively develop an annual UPWP that discusses the transportation planning priorities, budget, and scope of work for the State Fiscal Year (FY) of July 1st through June 30th.

The UPWP work items are prioritized by first identifying SATS management and administration needs followed by activities that are required to meet Federal requirements. This is followed by identifying activities that address the implementation



of the LRTP. Any additional activities requested by SATS members are then included with any remaining funds. The local match for Federal funding in the UPWP comes from motor fuel tax from Sangamon County, the City of Springfield, and the Village of Chatham as well as through dedicated local funds from the Springfield Mass Transit District.

The MPO, through the Communities Committee, has identified and provided planning “grants” to the smaller communities in the region that are not voting members of the MPO.

Finding: The format of the UPWP is acceptable, the description of the work to be undertaken is thorough, and funding is well tracked and documented. The requirements of this section of the planning regulations are satisfied.

Commendation: The MPO is commended for providing planning “grants” for smaller communities in the region which are not voting members of the MPO.

Self-Certification

Regulatory Basis: The State and MPO must certify to FHWA and FTA that the metropolitan planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements. Specifically, the MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements.

23 CFR 450.336

Status: The MPO self-certification is included as part of the TIP and is intended to verify compliance with Federal regulations near the beginning of each state fiscal year as part of the TIP submittal process.

The MPO provides Long Range Transportation Plan (LRTP) progress reports every six months. This includes the status of implementation of all committed projects. In addition, the MPO reports on progress towards achievement of the LRTP goals on an annual basis.

Both the current Transportation Improvement Plan (TIP) and LTRP report on performance measures and status towards achieving targets adopted by SATS.

Progress towards completing the tasks identified in the UPWP is also tracked and reported quarterly.



Finding: The U.S. Department of Transportation has accepted each of the MPO's TIPs that include the self-certifications.

Commendation: The MPO is commended for their efforts to keep members informed on progress of project implementation, UPWP tasks completion and addressing the goals of the LRTP on a regular basis.

Recommendations: The SATS Policy Committee should take specific approval action on the self-certification outside of the TIP approval process. The MPO staff should ensure that the members of the Policy Committee understand the self-certification requirements and to what they are self-certifying. After the Policy Committee has taken action on the self-certification, it is suitable to include the self-certification as part of the annual TIP.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan articulates the region's values and priorities for transportation infrastructure and services and should be the foundation for all decisions involving transportation planning. The Plan should produce goals based on policy directives and analytical targets that will lead towards the region's coordinated vision for transportation. By anticipating future needs, the Plan should also produce strategies that maximize the cost effectiveness of tax dollars.

Metropolitan Transportation Plan

Regulatory Basis: MPOs are required to develop a Metropolitan Transportation Plan (MTP) that addresses a minimum 20-year planning horizon and be updated at least every five years in areas meeting National Ambient Air Quality Standards (NAAQS). The MTP must be consistent with current and forecasted transportation/land use conditions and trends so that it can appropriately project transportation demand of persons and goods.

23 CFR 450.324, 23 CFR 450.340

Status: The SATS Policy Committee adopted the 2040 Long Range Transportation Plan (LRTP) on June 24, 2015 under the provisions and requirements of MAP-21. The Plan covers the entire area under the Metropolitan Planning Boundary and maintains at least a twenty-year planning horizon through the next Plan update in 2020.



The Plan was developed with consultant support and had participation from the SATS Committees and other stakeholders in the development of the Plan's goals and strategies. These goals include:

1. Safety
2. Mobility and Accessibility
3. Public Transit and Non-Motorized Travel
4. Economic Development
5. Balance Improvements with Impacts to Physical and Social Environment

The LRTP calls for the MPO to identify progress in achieving these goals through an Annual Progress Report, Performance Measures Guidelines, and the funding of Special Studies. The Plan provides an analysis of existing regional demographics, travel demand, freight issues, bridge and pavement condition, public transit, and bicycle-pedestrian facilities.

The LRTP provides a fiscally constrained listing of prioritized roadway projects as well as recommendations for bicycle pedestrian facilities and transit policies. The LRTP list projects for the first five years (currently 2015 to 2019) as "committed projects". The costs of these projects are shown in Year of Expenditure dollar amounts and are fiscally constrained. The next 11 years of projects listed (currently 2020 to 2030) are called "planned illustrative projects" that are currently shown in 2014 dollars. Those projects shown in the remaining years of the LRTP (beyond 2030) are called "future illustrative projects" and are also shown in 2014 dollars.

The MPO and its members have emphasized identification of safety and pavement needs in the development of the LRTP. All members maintain pavement management systems. In addition, safety analysis occurs both at the MPO level and at the member level. Examples are the MPO's intersection studies completed to identify the top ten intersections in the region with safety issues, as well as the County's safety analyses that include safety studies by townships within the county.

Finding: The 2040 Long Range Transportation Plan satisfies the Federal requirements for producing a Metropolitan Transportation Plan.

Commendation: The MPO is commended for their emphasis on safety and pavement conditions for the entire region.

Recommendations: In the next update of the LRTP, it is recommended that the planned and future illustrative projects be shown in Year of Expenditure dollar amounts. The MPO could use a range of costs to represent the cost of each project. This would provide a more accurate cost estimate for these projects.



Public Participation and Civil Rights

The 3C planning process recognizes Public Participation as that framework of policies, principles, and techniques which ensure that citizens and communities--individuals, groups, and organizations--have the opportunity to be involved in a meaningful way in making decisions that will affect them or in which they have an interest. The MPO must be willing and able to sincerely seek and value diverse voices and make a special effort to hear and understand those who, for various reasons, may otherwise go unheard. These efforts are the foundation for the planning process to ensure compliance with Civil Rights regulations and policies. It is longstanding U.S. DOT policy to actively ensure nondiscrimination in federally funded activities. Furthermore, it is the U.S. DOT's continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision making process--from early planning through implementation.

Public Participation Plan

Regulatory Basis: Federal legislation requires that the transportation planning process include a proactive Public Participation Plan (PPP) that provides for complete information, timely public notice, full public access to key decisions, and support for early and continuing involvement in plans and programs. This process is required to facilitate public participation for a list of interested parties that includes:

- Citizens
- Affected Public Agencies
- Representatives of Public Transportation Employees
- Freight Shippers
- Providers of Freight Transportation Services
- Private Providers of Transportation including Intercity Bus and Employer-Based Commuting Programs
- Representatives of Users of Public Transportation
- Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
- Representatives of the Disabled
- Other Interested Parties

Additionally, it is required that a PPP is developed in consultation with all interested parties. The participation process must demonstrate explicit consideration and response



to public input and it must seek out and consider the needs of those traditionally underserved by existing transportation systems. The effectiveness of the Metropolitan Area PPP must be periodically reviewed and assessed by the MPO and it must also be coordinated with the statewide public involvement process. In carrying out the PPP, the MPO is expected to hold any public meetings at convenient and accessible locations and times, employ visualization techniques to describe plans and programs, and to make information available in electronically accessible formats and means, such as the Internet.

23 CFR 450.316

Status: The MPO's Public Participation Plan (PPP) from 2017 is currently being updated. The PPP outlines procedures for public notices and opportunities to review and comment on documents and/or policies of the MPO. The PPP makes commitments to a web presence and utilizing visualization techniques to make information more useful and accessible to the general public. The PPP also identifies quantitative and qualitative measures to evaluate the four primary participation techniques employed by the MPO. The Plan indicates this information will be compiled and considered annually.

Finding: Since the last review, the MPO has taken many steps to improve on their outreach to the public and seeking input from interested parties. They have a desire to hear from all interested and continually evaluate and improve on the public participation methods.

Title VI of the Civil Rights Act and Environmental Justice

Regulatory Basis: Title VI of the Civil Rights Act of 1964 (Title VI) states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. Title VI prohibits intentional discrimination as well as disparate impacts on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations.

Executive Order (EO) 12898 on Environmental Justice (EJ) requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. EO 13166 on Limited English Proficiency directs federal agencies to ensure that Limited English Proficiency persons are able to meaningfully access the services that reflect the fundamental mission of each federal agency.



Title VI of Civil Rights Act, Executive Order 12898, U.S. DOT Order 5610.2(a), 23 USC 109(h), Executive Order 13166; FHWA Order 6640.23A

Status: Title VI certifications are made through the SATS self-certification process and public transit operators are reviewed for Title VI compliance during triennial reviews with the Federal Transit Administration. There are currently no formal Title VI complaints related to transportation in the Springfield metropolitan region. The 2040 Long Range Transportation Plan provides demographic analysis by census tract that identifies populations of low income, minority, and elderly persons as well as those with limited English proficiency. The LRTP also provides a discussion of EJ issues but does not attempt to overlay locations of EJ populations with transportation investments.

Finding: The LRTP identifies Title VI and EJ populations for the region. The MPO uses this information to assess the impacts of the transportation planning process on these populations. They also use this information in identifying transportation needs for these populations.

Program Development

Planning activities under Program Development represent the beginning of the transition to preliminary engineering and environmental review and contain critical steps in order to properly define and document the nature, intent, scheduling, and funding of a specific project. Successful Program Development improves project level decision making and streamlines project delivery.

Transportation Improvement Program

Regulatory Basis: An MPO must cooperatively develop a fiscally constrained TIP consistent with the MTP that covers at least a four-year program of projects. The TIP must include all capital and non-capital surface transportation projects (or phases of projects) within the MPA boundaries which are proposed to receive Federal funding pursuant to 23 U.S.C. and 49 U.S.C. Cost and revenue estimates must be produced in “year of expenditure dollars” to reflect the time-based value of money. The TIP must reflect public participation and identify the criteria for prioritizing projects. The MPO must also have an approved process for making changes to the TIP. Only after an MPO TIP is amended into the Statewide TIP can funding for projects be authorized. The TIP needs to include, to the extent practicable, a discussion of the anticipated effect of the TIP toward achieving performance targets and linking investment priorities to those performance targets.

23 CFR 450.326, 23 CFR 450.218



Status: The SATS TIP covers a four-year period. Development of the TIP results from direct input from member agencies and is based on transportation needs identified by the individual agencies for the next four years. Each member prioritizes its projects within its own budget process and therefore budgetary and cost assumptions employed by local government entities are reflected in the TIP. Fiscal constraint in the TIP is managed at the project level and requires that member agencies secure funding before a project is considered fiscally constrained in the TIP. The TIP includes all capital and non-capital surface transportations proposed for Federal transportation funding with the MPA boundary.

Administrative Modifications are allowed for moving a TIP project into the active year, updating Advance Construction status, projects that do not use federal funds, and for project cost changes of less than \$3 million or 50% of the total project cost.

The TIP also discusses the project selection process for the prioritization of Surface Transportation Block Grant Urban (STP-U) funds. This process utilizes a Project Selection Subcommittee that rates each candidate project individually and then awards proposals based on this score and discussion among the committee members. The rating system includes considerations for how each project will affect the achievement of the federal performance measure targets accepted by the MPO.

Finding: The TIP development process is satisfactory and substantially meets Federal requirements.



Overall Finding

It is the conclusion of the Federal Review Team that the Springfield, Illinois MPO has a planning process consistent with the Federal planning requirements in 23 U.S.C. 134. Furthermore, based on the information in this review and the ongoing Federal oversight of the planning activities in the Springfield, Illinois region, FHWA finds that the transportation planning process of this region substantially meets the planning requirements described in 23 CFR 450.

Several commendations and a recommendation for improvement have been made throughout this report that the MPO and its planning partners should consider implementing to develop a more efficient, more functional, and overall effective transportation planning process for the Springfield region and the State of Illinois.

The Review Team offers the following:

Commendations:

1. The MPO is commended for forming and using the Communities Committee to provide a method of input and a voice for the smaller communities in the region which are not voting members of the MPO.
2. The MPO is commended for providing planning “grants” for smaller communities in the region which are not voting members of the MPO.
3. The MPO is commended for their efforts to keep members informed on progress of project implementation, UPWP tasks completion and addressing the goals of the LRTP on a regular basis.
4. The MPO is commended for their emphasis on safety and pavement conditions for the entire region.

Recommendations:

1. In the next update of the LRTP, it is recommended that the planned and future illustrative projects be shown in Year of Expenditure dollar amounts. The MPO could use a range of costs to represent the cost of each project. This would provide a more accurate cost estimate for these projects.
2. The SATS Policy Committee should take specific approval action on the self-certification outside of the TIP approval process. The MPO staff should ensure that the members of the Policy Committee understand the self-certification



requirements and to what they are self-certifying. After the Policy Committee has taken action on the self-certification, it is suitable to include the self-certification as part of the annual TIP.



U.S. Department
of Transportation
**Federal Highway
Administration**



Report prepared by:

Planning, Environment and ROW Team

FHWA Illinois Division Office

3250 Executive Park Drive

Springfield, IL 62703

Phone: 217-492-4600

E-Mail: Illinois.FHWA@dot.gov

For additional copies of this report, contact us.



Springfield Central Area Parking Study 2019

Executive Summary

Parking Survey Study Area

- The 2019 Parking Survey Study Area has remained unchanged since 1981.
- The area is bounded on the north by Carpenter Street, on the east by Eleventh Street, on the south by Lawrence Avenue, and on the west by Pasfield Street, jogging one block west along Capitol Avenue and continuing north along Lewis Street beyond its end at Madison to Carpenter.

Types of parking:

- Formal parking spaces: These spaces are limited to visitors or employees of a specific business or agency. The employee spaces are assigned either as a job benefit, or rented monthly.
- Informal parking spaces: These spaces are available to anyone on a monthly rental basis.
- General Public parking spaces: These spaces are available to the general public at an hourly or daily rate.
- Residential parking spaces: These spaces are available only to residents of associated housing units.

In the survey analysis off-street spaces are further classified into the following categories:

- General
- Disabled Parking Plate/Placard
- 30-minute metered
- 30-minute unmetered
- One-hour unmetered
- Two-hour metered

Special-Use Spaces: These spaces, which may be found both on-street and off-street, are restricted to special uses, and are not included in counts of parking spaces.

- Hotel Loading
- Loading Zones
- Cab Stand
- Special Permit
- Reserved
- Emergency Vehicle
- Municipal Plates Required
- Tour Bus Parking
- Tour Bus Loading/Unloading

Bicycle Racks included since 2007

- **Public:** This classification includes racks located within sidewalks, as well as those located within parking ramps or serving public institutions.
- **Residential:** Racks on private property and serving residential buildings.
- **Formal:** Racks on private property and serving a non-residential building.

2019 Central Area Parking Survey Highlights

- The number of parking spaces in the Parking Survey Study Area in 2019 totaled 27,278, an increase of 371 spaces from 2017, 92 percent of which are located off-street.
- Off-street parking available to the general public increased by 112 (1,522 to 1,634) from 2017 to 2019.
- Formal parking, limited to visitors or employees of a specific business or agency, increased by 354 spaces to 17,833, and comprises 71 percent of all off-street parking.

Highlights (continued)

- Since 2011, off-street spaces have accounted for approximately 92 percent of the total, while eight percent were on-street.
- Since 2008, metered parking has made up five percent of the total, while unmetered has accounted for 95 percent of the total.
- Sixty-three percent of on-street parking is metered.

On-street parking decreases:

- Fourteen five-hour unmetered spaces on the 500 block of North Fifth Street were removed from the west side of the street.
- Twenty-five unrestricted spaces were removed from the 900 block of East Reynolds Street, now utilized as if part of the property of the Women and Children's Clinic at HSHS St. John's Hospital.
- Six two-hour meters were removed on Adams Street and another six unrestricted spaces on Washington Street were removed near the Sangamon Mass Transit District (SMTD)'s new downtown Transfer Center.
- Twenty-four five-hour metered spaces were removed from the 400 block of East Jackson Street following a partial closure in tandem with the completion of the Bicentennial Plaza.

Off-street parking increases include:

- The relocation of the Sangamon County employee lot from the east side to the west side of the Tenth Street railroad tracks between Washington and Adams, gained 61 spaces (to 313 from 252).
- A 123-space surface lot and a 293-space parking ramp serving the new location of the HSHS St. John's Women and Children's Clinic on the east side of Ninth Street. These structures replaced all or part of two pre-existing surface lots, with the ramp replacing a 239-space lot, and the new surface lot displacing 113 spaces of a formerly larger lot. The total net increase was 64 spaces.

Off-street increases (cont.)

- The restoration of 177 parking spaces in the Seventh and Monroe ramp, following the completion of façade work which had caused a temporary closure of the outer spaces in the ramp.
- The addition of 57 spaces to an existing lot at the northwest corner of the HSHS St. John's Hospital campus.
- Eight unrestricted spaces were added to the 1000 block of East Mason Street following the removal of a no parking sign.
- Thirteen two-hour metered spaces and four 20-minute unmetered spaces were restored adjacent to the Seventh and Monroe ramp following the completion of renovations.

Additional Report of Findings at September meeting